
Coastal Zone Management Act (CZMA) Consistency Certification

This document provides the Commonwealth of Virginia with the Stafford Regional Airport's (RMN) Consistency Certification and necessary data and information under the Coastal Zone Management Act CZMA section 307 (c)(1) and 15 CFR Part 930 sub-part D for the extension of the runway and various development projects at the Stafford Regional Airport located in Stafford, Virginia.

Certification:

RMN certifies that the proposed activity complies with the enforceable policies of the Virginia Coastal Zone Management Program (VCP) and will be conducted in a manner consistent with the VCP.

Necessary Data and Information:

The Stafford Regional Airport Authority has identified the need for additional airport facilities, as depicted on the conditionally approved 2013 Airport Master Plan and Airport Layout Plan (ALP). The Airport Master Plan identified a need for a 1,000-foot runway extension to accommodate existing and future airport operations. The Proposed Action represents the Airport's plan to extend the airport runway and provide additional facilities to meet existing and future aviation demand. The projects identified in the Proposed Action are listed in **Table 1** and depicted on **Exhibits 1, 2, and 3**.

Table 1 – Proposed Projects

Exhibit Reference Number	Proposed Project
1	Construct one 100-foot by 150-foot maintenance hangar
2	Construct three 120-foot by 120-foot hangars
3	Construct one 100-foot by 190-foot flight school / hangar
4	Construct two 10-unit T-Hangars and associated taxilanes for small aircraft storage
5	Construct four 60-foot by 60-foot box hangars
6	Construct a 1,200 square foot maintenance equipment storage shed
7	Construct one 120-foot by 100-foot hangar
8	Extend Runway 15-33 by 1,000-feet to the northwest resulting in a 6,000-foot total runway length, including excavation and fill, as necessary, and grading of the runway safety area (RSA) and runway object free area (ROFA)
9	Extend the existing 35-foot wide parallel taxiway by 1,000-feet to the northwest, which will connect the future end of Runway 15 with the existing parallel taxiway. Also included is the grading of the taxiway safety area and taxiway object free area, as necessary

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10	Construct one 100-foot long by 35-foot wide connector taxiway between the existing parallel taxiway and aircraft parking area
11	Construct two 150-foot by 120-foot asphalt blast pads, one at each runway end
12	Relocate the localizer antenna, localizer equipment shelter, security fence, Precision Approach Path Indicator (PAPI) lights, and airport perimeter road 1,000-feet northwest of their current location to accommodate the runway extension
13	Rehabilitate the existing 5,000-foot asphalt runway, taxiways, and apron
14	Relocate the Automated Weather Observing System (AWOS) and Runway 33 glideslope antenna
15	Construct a 48-foot wide by 750-foot long emergency access road connecting the airport terminal area with Ramoth Church Road
16	Airport acquisition in fee simple of approximately 105 acres of land adjacent to the Airport to accommodate the proposed runway extension
17	Release approximately 14.75 acres of Stafford Regional Airport property to Stafford County as a “land swap” for the acquisition of the 105 acres mentioned above
18	Airport acquisition of approximately 91 acres of aviation easements northwest of the Airport to accommodate a future Runway 15 nonprecision approach and Runway 33 departure surface to the extended 6,000-foot runway
19	Relocate approximately 820,000 cubic yards of soil on airport property to accommodate the runway extension
20	Construct approximately 13,000 square yards of additional apron areas for aircraft storage
21	Construct approximately 8,800 square yards of additional automobile parking spaces to accommodate future tenants and airport users
22	Install one additional 12,000-gallon Jet A fuel tank and associated fuel delivery loop road to accommodate future aircraft fueling demands
23	Remove approximately 162 acres of future obstructions (35 on-airport property and 127 acres off-airport property) to FAR Part 77 primary, approach, and transitional surfaces for the runway extension
24	Install a Medium Intensity Approach Lighting System (MALSL) on Runway 15 and Runway Alignment Indicator Lights (RAIL) on Runway 33
25	Reinstate the northern flight traffic pattern for Runway 15-33 (not depicted on attached exhibits)
26	Develop nonprecision instrument approach procedures to Runway 15 (not depicted on attached exhibits)

Assessment of Potential Environmental Effects:

Since the Airport is federally obligated and must meet FAA requirements, a Federal Consistency Certification (FCC) is being submitted to the Virginia Department of Environmental Quality (VADEQ). All National Environmental Policy Act environmental consequences of this project are addressed in an Environmental Assessment (EA) that will be submitted at a future date to VADEQ for NEPA and state airport licensing review. All applicable permits will be obtained and complied with throughout the duration of the project. A review of the permits and/or approvals required for this proposed project under the Enforceable Policies of the VCP has been prepared as follows:

- A. Fisheries Management – The proposed action would have no impact on finfish or shellfish resources and would not affect the promotion of commercial or recreational fisheries. The non-tidal, intermittent streams that will be impacted by the proposed action provide seasonal drainage and are too small to support commercial or recreational fishery activities. Additionally, these intermittent streams are located on RMN airport property and are not accessible to the public. The project will not use tributyltin (TBT) in any form, nor will it simulate the use of that chemical by any product users. This program is administered by the Marine Resources Commission (VMRC) (Virginia Code §28.2-200 to §28.2-713) and the Department of Game and Inland Fisheries (DGIF) (Virginia Code §29.1-100 to §29.1-570).
- B. Subaqueous Land Management – The project will not encroach upon or make use of any subaqueous lands managed by the Commonwealth. The proposed extension of the runway will result in 430 linear feet of non-tidal intermittent streams being filled. The proposed impacts will occur on Stafford Regional Airport property. This program is administered by VMRC (Virginia Code §28.2-1200 to §28.2-1213). The Stafford Regional Airport will obtain and comply with any VMRC permits which may be required pending the submission of a Joint Permit Application (JPA) once the Environmental Assessment has been completed.
- C. Wetlands Management – The attached Exhibit 2 depicts the results of field wetlands delineation as confirmed by the U.S. Army Corps of Engineers. Implementation of the proposed project will impact 2.24 acres of wetlands, 6,125 linear feet of non-tidal streams, and 190 linear feet of jurisdictional airport drainage ditches. The construction of the runway and taxiway extension associated with the Proposed Action would impact 0.54 acres of wetlands (0.09 acres of PEM and 0.45 acres of PFO), 430 linear feet of intermittent stream segments (R4), and 31 linear feet of a jurisdictional airport drainage ditch. These wetlands and intermittent stream segments require filling to accommodate the proposed 1,000' runway and taxiway extension. The removal of obstructions (trees) on the

western side of the Airport to accommodate the runway extension and future approaches to Runway 15 would impact approximately 1.7 acres of wetlands (0.56 acres of PEM, 0.73 acres of PFO, and 0.41 acres of PSS), 845 linear feet of intermittent stream segments (R4), 4,850 linear feet of perennial stream segments (R3), and 159 linear feet of a jurisdiction airport drainage ditch. Trees that are future obstructions to the Runway 15 approach will be removed in these wetlands; however, there will be no grading, filling, or side casting of soil associated with the tree removal. Trees and vegetation along the stream banks will be left in place if they are not determined to not be obstructions. The removal of trees within the Stafford County designated Resource Protection Areas will be limited to topping and individual tree removal to minimize impacts. No grubbing will occur in these areas in order to reduce the likelihood of erosion impacts.

A Joint Permit Application (JPA) will be submitted to VMRC for review and distribution to the U.S. Army Corps of Engineers and the DEQ. The Airport anticipates that the proposed projects will qualify for an U.S. Army Corps of Engineers Individual Permit and a DEQ Virginia Water Protection (VWP) Permit since more than 0.5 acre of wetlands are proposed to be impacted. Impacts to wetlands and the intermittent stream segments will be mitigated as appropriate either through a wetlands bank credit purchase or the Virginia Aquatic Resources Trust Fund. The tidal wetlands program is administered by VMRC (Virginia Code §28.2-1301 through §28.2-1320) while the VWP Permit program administered by DEQ includes protection of tidal and non-tidal wetlands (Virginia Code §62.1-44.15:5) and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

- D. Dunes Management – No coastal primary sand dunes are present at the Stafford Regional Airport. This program is administered by VMRC (Virginia Code §28.2-1400 through §28.2-1420).
- E. Non-Point Source Pollution Control – The proposed action will be designed and constructed to minimize soil erosion and retard the input of chemical nutrients and sediments to the Chesapeake Bay, its tributaries and other waters of the Commonwealth. Prior to construction, all erosion and sediment controls will be installed during mobilization in accordance with the *Virginia Erosion and Sediment Control Handbook* (VESCH, 3rd Edition) to prevent any erosion or introduction of chemical nutrients or sediments into rivers or tributaries that carry runoff from RMN.
- F. Point Source Pollution Control – The proposed action will not generate new point sources of pollution. As addressed, all precautions will be taken to prevent any spillage of oils or lubricants into the drainage system and

all administrative and maintenance operations will function in compliance with the Airport's Storm Water Pollution Prevention Plan (SWPPP), its Spill Prevention Control and Countermeasures Plan (SPCC) and its Virginia Pollutant Discharge Elimination System (VPDES) Permit. All surface runoff will be properly treated through the use of BMPs in accordance with the Airport's SWPPP. The design will specify that all mobilization, setup, construction, and cleanup activities be carried out in conformance with these regulatory provisions. This program is administered by the State Water Control Board (as delegated to DEQ) pursuant to Virginia Code §62.1-44.15. The proposed action will be conducted in accordance with VWP Program issued pursuant to Section 401 of the Clean Water Act.

- G. Shoreline Sanitation – The proposed action includes the construction of new hangars which will likely include restroom facilities. These hangars will be connected to the existing sanitary sewer containment system at RMN. The Airport is served by an onsite “pump and haul” sewer system which is located south of the runway and outside of the proposed project area. However, there is no onsite effluent treatment facility. Waste water is hauled to a local waste water treatment facility. This program is administered by the Department of Health (Virginia Code §32.1-164 through §32.1-165).
- H. Air Pollution Control – The proposed action will be in compliance with the Clean Air Act, as amended, and will not cause or contribute to any new or existing violations of the National Ambient Air Quality Standards. Construction activity may temporarily generate dust and an increase in vehicle emissions from equipment; however, impacts will be temporary and minimal, and will not affect regional air quality. Any associated emissions of nitrogen oxides and volatile organic compounds (precursors to ozone) will be below the de minimis levels for maintenance areas as identified in 40 CFR 91.153 and shown in **Table 2**. The Emissions Inventory reflects the direct and indirect emissions associated with the Proposed Action and was determined using the Emissions and Dispersion Modeling System (EDMS). Air quality impacts will be minimal and are below the de minimis thresholds for air quality.

Table 2 Air Emissions Inventory Stafford Regional Airport							
	Emissions (tons/year)						
	CO	Pb	NO₂	VOC	PM₁₀	PM_{2.5}	SO₂
Proposed Action Alternative							
Direct Emissions	0.142	0	0.005	0.002	0.001	0.001	0.001
Indirect Emissions	40.156	0.093	0.625	1.265	0.125	0.124	1.172
Total	40.298	0.093	0.630	1.267	0.126	0.125	1.173
Nonattainment Area Threshold	100	25	100	100	100	100	100
Source: <i>Emissions and Dispersion Modeling System 5.1.4.1, 40 CFR § 93.153, pg. 598</i>							

The construction contractor will implement activities to mitigate fugitive dust. No open burning will be conducted with this project. This program is administered by the State Air Pollution Control Board (Virginia Code §10.1-1300 through §10.1-1320).

- I. Coastal Lands Management – The proposed runway extension cut/fill and hangar construction is not located in a Resource Protection Area (RPA) but within a Land/Resource Management Area (LMRA) as per Stafford County Code Sec. 28-62(b)(2). However, approximately 27 acres of trees that are identified for removal are located within wetland or stream RPA boundaries (only those trees which have been identified as obstructions to the future Runway 15 approach will be removed in the RPA). There will be no grubbing or stump removal within the RPA. Therefore, there will be no land disturbance in the RPA. This program is administered by DEQ and 84 localities in Tidewater, Virginia, established pursuant to the Chesapeake Bay Preservation Act (Virginia Code §62.1-44.15:67 et seq.) and Chesapeake Bay Preservation Area Designation and Management Regulations (Virginia Administrative Code 9 VAC10-20 et seq.).

Summary of Findings:

Although applicants are not required to make findings with respect to the coastal effects of the advisory policies, applicants should demonstrate adequate consideration of policies which are in the nature of recommendations (see 15 CFR 930.58(a)(3)). The proposed project is not located along a shorefront, so the advisory policies for shorefront access planning and protection are not applicable. In addition, the proposed project site is not located in a waterfront development area. Tree removal is included with the proposed project in a Resource Protection Area.

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Pursuant to 15 CFR Section 930.41, the Virginia Coastal Zone Management Program has 90 days from the receipt of this letter in which to concur with or object to this Consistency Certification, or to request an extension under 15 CFR section 930.41(b). Virginia's concurrence will be presumed if its response is not received by RMN and the FAA on the 90th day from receipt of this determination. The State's concurrence, objection, or notification of review status shall be sent to:

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